

For Sale.

MacEwen, FRICKEL & Co.
HIVE MOVED INTO THEIR NEW
PREMISES
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL,
AND ARE SELLING
STORES and other RETAIL ARTICLES
at the lowest possible prices
FOR CASH,
and giving the benefits of the Co-operative
Store system to the Public without the
necessity of Membership. Detailed Prices
will be furnished on application.

—OR—
CROSE & BLACKWELL'S
OILMAN'S STORES.
JOHN MOIR & SONS, LIMITED.
OILMAN'S STORES.
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OILMAN'S STORES.
MACONACHIE BROTHERS
OILMAN'S STORES.
AMERICAN
OILMAN'S STORES.
WINE & C.
CHATEAU MARGAUX.
CHATEAU LA TOUR, pints & quarts.
BRES. GRAVES.
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SACONNE'S MANZANILLA & AMON-
TILLADO.
SACONNE'S OLD INVALID PORT
(1848).
HON'S PORT.
1 and 3-star HENNESSY'S BRANDY.
COGNAC'S BRANDY.
FINEST OLD BOURBON WHISKY.
KINAHAN'S LL WHISKY.
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BOOK'S OLD TOM.
E. & J. BURKE'S IRISH WHISKY.
ROSE'S LIME JUICE CORDIAL.
NOLLY PIAT & CO'S VERMOUTH.
JAMESON'S IRISH WHISKY.
MARSALE.
EASTERN AMERICAN CIDER.
CHARTREUSE.
MARASCHINO.
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BASS'S ALE, bottled by JAMESON and
SAUNDERS, pints and quarts.
GUINNESS'S STOUT, bottled by E. &
J. BURKE, pints and quarts.
DRAUGHT ALE and PORTER, by the
Gallon.
ALE and PORTER, in hogheads.
TO LET, FROM 1ST MAY.
SHOPS and GODOWNS, and STOR-
AGE, at No. 55, QUEEN'S ROAD EAST,
(opposite the Temperance Hall). Also
BEDROOMS, BATHS and KITCHENS AD-
COMMODATION.
Apply to
MacEwen, FRICKEL & Co.
Hongkong, April 4, 1885. 572

FOR SALE.
A HOUSE at the PEAK, with large
TENNIS GROUND attached. A
good view of the Harbour and out to Sea.
Apply to
"PEAK,"
C/O. THIS OFFICE.
Hongkong, April 11, 1885. 614

NOW PUBLISHED.
**BUDDHISM: ITS HISTORICAL,
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ERNEST J. EITEL, PH.D., TUBING.
THIRD EDITION.
REVISED, WITH ADDITIONS.
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LANE, CRAWFORD & Co.
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COURSE, DISTANCE,
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Messrs. LANE, CRAWFORD & Co.
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IN THE
CANTONESE DIALECT,**
BY
DR. E. J. EITEL.
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HONGKONG, 1877-1883.
Part I. A-K \$2.50
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This Standard Work on the Chinese Lan-
guage, constructed on the basis of Kangxi's
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betically arranged according to the sound
of the oldest dialect of China, the Can-
tone, it gives also the Mandarin pronun-
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book, so that its usefulness is by no means
confined to the Cantonese Dialect, but the
work is a practically complete Thesaurus of
the whole Written Language of China, an-
cient and modern, as used all over the
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LANE, CRAWFORD & Co.
Hongkong, January 15, 1885. 151

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FOR SALE.
EXTRA FINE QUALITY
FRENCH BUTTER,
BRAND "DUC DE NORMANDIE."
—THE OLDEST BUTTER
PACKING ESTABLISHMENT IN NORMANDY.
IN 1 lb tins and Cases of 48 tins each.
Sold in Quantities of not less than one
dozen tins, at \$9 per Dozen.
Reduction made to Purchasers of one
case and upwards.
G. R. LAMBERT,
Sole Agent.
Hongkong, October 4, 1884. 1083

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JULES MUMM & Co.'s
CHAMPAGNE,
Quarts \$20 per Case of 1 doz.
Pins \$21 " " 2 " "
Dubos Frères & de Gornon & Co.'s
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WHISKY, — \$7 per Case of 1 doz.
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Hongkong, July 18, 1884. 1137

PUBLICATIONS BY J. DYER BAILL.
"CANTONESE—MADE—EASY—"
A Book of SIMPLE SENTENCES in the
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arranged."—China Mail. "Contains a
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W. BAKER'S, and LANE, CRAWFORD
& Co.'s, Hongkong; and at Messrs.
THOMSON & Co.'s, London.
Hongkong, January 23, 1884. 143

SUMMER TIME TABLE.
THE KOWLOON FERRY.
STEAM LAUNCH
MOORING STAB
Runs DAILY as a FERRY BOAT between
Peddar's Wharf and Tsim-Tse-Tui at the
following hours:
WEEK DAYS SUNDAYS
Leave K'owloon Leave K'owloon Leave K'owloon
6.00 A.M. 7.00 A.M. 8.00 A.M. 7.00 A.M.
8.00 " 8.30 " 9.00 " 8.30 " 9.00 "
9.00 " 9.30 " 10.00 " 9.30 " 10.00 "
10.00 " 10.30 " 11.00 " 10.30 " 11.00 "
11.00 " 11.30 " 12.00 " 11.30 " 12.00 "
12.00 P.M. 1.00 P.M. 1.30 P.M. 1.00 P.M.
1.30 " 2.00 " 2.30 " 1.30 " 2.00 "
2.00 " 2.30 " 3.00 " 2.30 " 3.00 "
3.00 " 3.30 " 4.00 " 3.30 " 4.00 "
4.00 " 4.30 " 5.00 " 4.30 " 5.00 "
5.00 " 5.30 " 6.00 " 5.30 " 6.00 "
6.00 " 6.30 " 7.00 " 6.30 " 7.00 "
7.00 " 7.30 " 8.00 " 7.30 " 8.00 "
There will be no Launch on Monday
and Friday, on account of coaling.
The above Time Table will be strictly
adhered to, except under unavoidable cir-
cumstances. In case of stress of weather,
due notice will be given of any stoppages.

NOTICE TO CONSIGNEES.
FROM LONDON, ANTWERP, PENANG
AND SINGAPORE.
THE S.S. *Deilshill*, S. RICKARD,
Commander, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that all Goods, with the exception
of Opium, are being landed at their risk into
the Godowns of the Underigned, at Wan-
chai, No. 3, behind the premises known as
"Blue Buildings," whence and/or from the
Warehouses or Stacks delivery may be obtained.
Optional Cargo will be forwarded on, un-
less notice to the contrary be given before
4 p.m. To-day.
No China will be admitted after the
Goods have left the Godowns, and all Goods
remaining after the 7th Instant will be
subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, May 4, 1885. 710

NOTICE TO CONSIGNEES.
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Notices to Consignees.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND
SINGAPORE.
THE Company's S.S. *Taisang* having ar-
rived from the above Ports, Consignees
of Cargo are hereby requested to send in
their Bills of Lading to the Underigned
for countersignature, and to take im-
mediate delivery of their Goods.
Cargo impeding the discharge of remain-
ing on Board will be on Thursday, the
7th Instant, will be at once landed and
stored at Consignees' risk and expense, and
No Fire Insurance will be effected.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, May 4, 1885. 729

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND
SINGAPORE.
THE S.S. *Ararat* having arrived from
the above Ports, Consignees of Cargo
are hereby requested to send in their
Bills of Lading to the Underigned
for countersignature, and to take im-
mediate delivery of their Goods from along-
side. Cargo impeding the discharge will be
at once landed and stored at Consignees' risk
and expense.
Consignees are hereby informed that all
Claims must be made immediately, as
none will be entertained after the 13th
Instant.
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, May 4, 1885. 734

SHIRE LINE OF STEAMERS.
FROM HAMBURG, ANTWERP, LON-
DON AND SINGAPORE.
THE S.S. *Deilshill*, S. RICKARD,
Commander, having arrived from the
above Ports, Consignees of Cargo are hereby
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Hongkong, May 4, 1885. 710

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FROM LONDON, ANTWERP, PEN

TELEGRAMS.

LONDON, 4th May, 1885.

ENGLAND AND RUSSIA.

The Daily News, in a leading article, announces that the reply of the Russian Government is conciliatory, and was favourably considered at a Cabinet Council held on Saturday.

LOCAL AND GENERAL.

PASSEO SURZ CANAL.—*Laertes*, April 10; *Gordon Castle*, and *Hawerton*, April 13; *Harter*, and *Electra*, April 15.

The next *ENGLISH MAIL*, per the P. & O. Co.'s steamer *Rohilla*, left Singapore for this port on Thursday, the 30th ult., at 5 p.m., and may be expected here on or about Tuesday, the 5th inst.

The E. & A. S. Co.'s steamer *Cattherine* left Port Darwin on the 3rd inst., and is expected here on the 13th inst.

The delivery of the French mail was begun at 8.25 this morning.

The British India Co's steamer *Inda* arrived here this morning, and will be immediately fitted out in the same manner as the *Pendro*, *Cadell*, *Glenlogie*, and *Bonetta*, as an armed cruiser. According to the Ceylon Times, the *Inda* is one of the fastest of the British India fleet, and can steam an average of 15 knots an hour with ease.

The Austrian gunboat *Nauticus* arrived here from Manila this morning. There is no German as well as an Austrian *Nauticus* on the station.

It was suggested in Shanghai that the true reading of the telegram regarding the appointment of Sir Robert Hart should be that the Inspector-General of Customs has been appointed Chinese Minister to England.

By a printer's error, a mail notice was inserted in our 'Extra' issued this forenoon, intimating that a mail would close for Australian Ports, per *Catharine*, at 1.30 p.m. to-day. The *Gulfric* does not leave until the 12th inst.

We observe that Viscount Sidmouth had given notice to ask on the 27th March, the day the last English mail left home, in the House of Lords, whether it is intended to increase the naval forces in the China Sea and the Straits Settlements. We have not heard or seen what answer was given to this question.

ADVICES from the North report the existence of an exceedingly uneasy feeling in the Capital, owing to indications of recession in industrial quarters. News has recently reached the Government of a simmering insurrection in the provinces, and it has been discovered that there are many adherents of the movement in Peking itself. This is causing great anxiety to the Imperial family. Finance is also said to be in a most disastrous state, and the appearance of matters generally is gloomy in the extreme.—N.C.D. News.

THE LATEST Chinese daily paper published in this Colony, which was started some two months ago, the *Yit-go*, had a well-written leader a few days ago to the following effect:—

'The news of peace with France, followed almost immediately by the settlement of the Japan difficulty, filled us at first with joy, and after reflecting on the situation, our first feeling was intensified. The blessings of peace and the miseries of war are beyond description, and this Franco-Chinese war was ruinous to both sides. To have it ended and a good understanding with Japan secured, at the same time, was sufficient cause of joy. Our subsequent reflection was upon the external danger which still threatens us from Russia. Russia is now leading on the Oosacks into Afghanistan, and threatening British India. Great Britain is wide awake to the peril and rapacity of Russia, and is preparing with great enthusiasm to repel her aggression by sea and by land. But Russian aggression is not confined to the British frontier, and a war between Russia and Great Britain must have disastrous effects on China and Japan, whichever way it issues. If Great Britain cannot beat Russia, much less can China or Japan; and Russia will be sure to turn her victorious forces against us. If she is baffled in the struggle with Britain, she will seek her consolation in further encroachments on her weaker foes. But this reflection that Russia, the great robber of Asia, is the common enemy of England, China, and Japan, naturally suggested an alliance between the three to repel aggression. And the thought of such an alliance entered upon at this crisis, and the glorious results which might follow from it, was what turned our first feeling of joy into exultation. In the friendship of England lies the safety of China, and Japan against Russia; and to secure this there should be no time lost in proffering help to England in the present impending war. The very announcement of this policy on our part would greatly strengthen England's hands, and discourage Russia. It might even have the effect of averting war for the present. But by all means let the alliance be made and openly declared at once. India, China, and Japan united need fear no aggression of Russia. Divided, they may find it hard to hold their own, but making common cause against Russia, they can defy her. Let other nations that share not our common danger remain neutral. Germany and Austria probably will. Turkey and

Persia may do as they choose. Great Britain, China, and Japan, by now combining together, can without other help secure the lasting peace of the whole continent of Asia.

La Justice states that it has good authority for saying that an English firm in Birmingham has made during the past six months 2,000,000 cartridges for China and consigned them to a German officer in active service under the Peking Government.

New York, March 19.—Matsuda Sappichi, the Japanese wrestler, was a prisoner in the Jefferson Market Police Court to-day, having been arrested on complaint of his young and pretty Quaker wife. She says they were married six weeks after he had betrothed her and that she had to pay \$500 for the wedding and his clothing. After two weeks of married life the wrestler began to abuse his wife and demand money. Last week he attacked her with a knife and threatened to cut her throat, and this morning he beat her with a broom. Matsuda denied the serious assault and said that his wife had a habit of remaining down stairs having her fortune told rather longer than he thought was necessary.

This Washington correspondent of a New York newspaper gives the following intelligence respecting the mistress of President Cleveland's mansion:—It is decided that she shall be Mr. Cleveland's sister, Miss Ruth E. Cleveland, and I can describe her as a woman of personal observation. To begin with, she is a strong-minded woman; not a girl, with a grim visage, brass mounted by spectacles, but a lady of high literary attainments, fixed convictions, and abundantly able to enforce whatever policy she chooses. Her husband decided upon as to White House manners. She has for ten years been a professional speaker in female colleges, her courses of lectures on history being an annual feature in several institutions. A mutual friend tells me that she has retired from this field with considerable regret, notwithstanding the exaltation to which she is to be raised. She feels that the burden is going to be pretty heavy, and all the more so that she means to give to the social side of her brother's Administration a dignified character.

YANZ large orders for naval artillery have recently been given out at the Obolouff Steel Works near St. Petersburg, which is virtually a Government establishment, and under the control of officers of the War Department. The orders given by the Minister of Marine comprise two 12-inch guns for the ironclad *Kretsch II*, now in course of construction at Nicolaieff; four 11-inch guns for turret frigates; nine 9-inch guns for monitors, seventeen 6-inch guns for coast batteries, and eight 4-inch guns for the *Byrd* and *Vityaz*, and two 24-inch field pieces for other vessels. There are also large requisitions for shot and shell. All the steel for the guns is of home production and made at the Government works of Brinnak, where also is produced the steel for the new ironclads *Nicolai* and *Schadapoff*. Steel manufacture is being very much encouraged at the present time in Russia. The small-arms factory at Sankt-Petersburg is entirely supplied with steel made at Zlatoust, which also furnished the 12-pounder guns used by the Russian Artillery. Prince Bolognesky has established large steel works at Katal-Ivanova, and has obtained from the Government an order for steel rails which will keep his works employed for several years to come.

A SAN FRANCISCO contemporary says:—Hon. Thomas B. Van Buren, Consul to Japan, arrived here in the *City of Tokio*.

He reports favorably on the new scheme for supplying the Hawaiian Islands with Japanese labor, and thinks that eventually the Japanese will drive the Chinese out of the Islands. His views have revived the old talk about Japanese immigration to America. Immigration societies are moving heaven and earth to attract immigrants from every part of Europe, and every state in the East. Even negroes are being brought here in colonies from Tennessee. People inquire—why not try to import a few hundred Japanese as an experiment? They would surely do better here than they can do on the sugar and rice plantations of the Sandwich Islands. An influx of Japanese would naturally awaken the prejudice of that narrow-minded but noisy class of adopted citizens which regards foreign laborers as competitors in the market, but this class is much less powerful than it was. It is of course no longer in mind that what California chiefly needs is not raw labor, but men with means enough to plant and cultivate small vineyards and orchards. Laborers, if they are frugal and saving, can of course accumulate money enough to acquire property, and plant vines and fruit-trees. But there are times here when the supply of labor is in excess of the demand. The opportunity in California is for men who have a trade, or a business, and to lay down roots, judiciously laid out in orchard and vineyard, a Japanese or any other man, if he knows his business and attends to it, can acquire a competency in a very few years.

THE Imperial states that Spain will be most happy to join Holland, Portugal, England, France, the United States, and Germany, in any future conference that may be summoned to define the rights of those or any other nations among the islands of the Pacific Ocean, and to lay down rules and limitations for future annexations in the Far East, as has lately been done for Equatorial Africa. But the Imperial calls upon the Madrid Government to defend, in any future conference, the ancient rights of Spain over the Marianas (Ladrones), Caroline (Pelew), Solow, and Philippine Archipelagoes and their dependencies, and to resist all invasions of territories discovered by Spaniards and colonized by them since the 16th century, in the time of Philip II. The Imperial especially calls the attention of the Madrid Government to the fact that, as in the case of the Equatorial possessions of Spain on the West Coast of Africa, so in the Far East, the maps recently published in Germany and other countries prove a disposition on the part of the European Powers to dispute Spanish rights in the Caroline and Mariana Archipelagoes, and what is far more serious, the Spanish rights over the Island of Mindanao, where there are no fewer than fourteen important stations, factories, and arsenals, some dating two centuries back. The same thing occurs with the Isles of Balabac and Paragua in the Philippine Archipelago, and as far back as 1774 the German flag hoisted on islands forming part of the Carolinian Archipelago of the Caroline Islands. *El Imperio*, like *El Dia*, *El Correo*, *Libertad*, and other Madrid papers, obtain these and its African data from the African and Geographical Societies, which have been very active during the last few years in promoting colonial enterprises.—*Japan Mail*.

Two following charters were effected in Amoy during the fortnight ending 28th ultimo:—

Nanyang, 399 tons, Register, to Singapore, 16 days, \$500.
Andros, 3,500 piculs, (option) Taiwan, Chefoo and Amoy, 34 days, \$2,700.
Taiwan, Chefoo, Nanking and Amoy, 34 days, \$2,230.
Takao to Yokohama, 27 days, 200 tons per picul.
Wimmer, 13,000 piculs, Takao to Yokohama, 10 days, 40 cents per bag of Sugar of one picul net.

Guiding Star, 7,700 piculs, Taiwan, Tientsin, Kowloon and Amoy, 32 days, \$4,500.
23th *Shimpo*, 9,500 piculs, Taiwan, Chefoo and Amoy, 30 days, 30 cents per picul.

Amoy, 7,000 piculs, Taiwan to Tientsin, 20 days, \$280.

This following, from the San Francisco *Examiner*, is of interest to merchants in Hongkong. 'A decision just rendered by the U. S. Supreme Court in the case of *Schoederer vs. Schweizer* Lyd, is one which is of considerable interest to trans-shipment firms, exporters, and importers of goods. It is generally supposed that goods are insured against loss while being carried by a company between two different points, the loss of such goods by accident will be sufficient to reimburse the amount for which they were insured. But in the case referred to the claim of the insurer was set up that by reason of the failure of the Pacific Mail Company to carry the wheat, subsequently lost, to Hongkong in the same vessel in which it started, a trans-shipment having been made at Yokohama, all liability for the loss, which occurred at Yokohama, was removed.

The Court has held that where an insurer assumes for a certain rate in the belief that the customary mode of shipment will be observed, the moment a deviation from accustomed usage is made, from the insurer's responsibility for the loss ceases, and the transportation company becomes responsible. In the case before the Court the wheat was to be taken by the *Colorado* to Hongkong, and thence by connecting vessels to Baku. The usual practice of the trans-shipment company was to carry goods to Hongkong in the same vessel in which they were originally shipped from this port. The wheat, however, was transferred to another steamer at Yokohama, and by it was carried safely to Hongkong. But while there, awaiting a chance to be shipped to Baku, it was ruined by reason of being soaked in water during a typhoon. Had this *Colorado* taken the wheat to Hongkong the same loss would have occurred, and the insurer would have been responsible. 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**SHIPPING IN CHINA, JAPAN,
PHILIPPINES, AND SIAM**

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Abreck	Russian aviso	1684	7	800	Captain Schanz	Nagasaki
Alert	U. S. corvette	541	4	300	Commander C. J. Barclay	Canton
Amazon	Spanish frigate	3981	—	—	Captain Enrique Zabraga	Manila
Aspic	French gunboat	480	4	—	Commander de Jonquieres	Saigon
Astoria	French frigate	4000	—	—	Commander Trévo	Matoua
Bayard	French ironclad	6007	14	—	Commander Farayon	Formosa
Chateau Renaud	French corvette	1260	—	—	Commander Foutis	Keelung
Chateau Yquem	French transport	4000	—	—	Commander Leyard	Pescadores
Comète	French gun-vessel	483	—	—	Lieut.-Commander Noirot	Keelung
Cristoforo Colombo	Italian corvette	6500	5	3000	Captain Accini	Shanghai
Da Estephania	Portuguese corvette	1406	7	—	Captain F. da Costa Cabral	Mayao
Dac	French corvette	1260	—	—	Commander Forat	Saigon
D'Eataing	French cruiser	2236	15	—	Captain Clouaubeud	Keelung
Duchaffant	French cruiser	1300	19	—	Comdr. Lemuric Monsaun	Pescadores
Duguay Trouin	French cruiser	3700	14	3000	Captain Guiev	Haiphong
Edenbourg	French corvette	2000	—	—	Captain L. Fournier	Keelung
Edgar	German corvette	2500	—	—	Capt. Scheering	Shanghai
Enterprise	U. S. corvette	1375	6	800	Commander J. S. Barker	Formosa
Ernak	Russian transport	1000	4	80	Captain Kotelnau	Japan
Ernestai	Russian gunboat	456	6	80	Commander O. W. Starck	Shanghai
Uta	German gun boat	420	4	340	Lieut.-Commander Rütger	Shanghai
Fagur	French gunboat	430	8	—	Commander Fouet	Haiphong
Fa	U. S. corvette	323	8	800	Commander P. F. Harrington	Foochow
La Galissonnière	French frigate	6700	14	4500	Captain Fleury	Keelung
La Perouse	French corvette	2300	—	—	Capt. Mequet	Keelung
Lutin	French gunboat	437	4	100	Captain Debar	Keelung
Lynx	French gunboat	400	—	—	Commander Bonnaire	Haiphong
Magon	French corvette	2400	—	—	Commander Puech	Keelung
Main	Russian frigate	6000	19	—	Captain Grenquist	On a cruise
Maneuver	French corvette	1201	—	—	Commander Fourrier	Pescadores
Mencosey	U. S. gunboat	1375	6	750	Commander F. J. Higgins	Shanghai
Merge	Russian gunboat	400	7	80	Commander Moltoff	Vladivostok
Nerpa	Russian gunboat	400	7	80	Commander Valront	Vladivostok
Nerpy	French corvette	2800	15	800	Captain de Reaetz	Keelung
Nirx	French troopship	5600	—	—	Commander de Kersbosquer	On a cruise
Orichmick	Russian corvette	1400	8	—	Captain Poussin	Nagasaki
Osipov	U. S. corvette	2100	8	800	Commander J. J. McGintney	Cores
Palos	U. S. gunboat	305	6	500	Lieut.-Com. Thomas Nelson	Nowchwang
Paracael	French gunboat	—	—	—	Commander Thommes	Saigon
Pearce	French gunboat	480	—	—	Commander Poldone	Haiphong
Primauguet	French corvette	2300	—	—	Commander M. Bange	Keelung
Prinz Adalbert	German corvette	3380	14	—	Captain Menning	Nagasaki
Rabinick	Russian corvette	1352	12	—	Captain Hillebrand	Nagasaki
Rigault de Genouilly	French corvette	—	—	—	Commander Richard	Keelung
Soland	French cruiser	2500	15	—	Commander Moyot	Keelung
Solna	French corvette	1700	—	—	Commander W. Monn	Saigon
Sokol	Russian gunboat	430	7	80	Commander Bogie	Saigon
Somaga	Portuguese gunboat	410	—	—	Captain Avila	Hongkong
Srenon	U. S. frigate	2300	10	3000	Captain E. L. Phythian	Nagasaki
Sriumphante	French ironclad	4176	14	2400	Captain Baux	Keelung
Salsco	Spanish corvette	1156	—	—	Commander Emilio J. Butron	Hongkong
Salsco	French corvette	3900	15	675	Captain Vireille	Keelung
Sipera	French gunboat	480	—	—	Commander Letygrain	On a cruise
Sladimir Monouchi	Russian ironclad	5768	4	8000	Commander Polianski	Nagasaki
Solia	French corvette	1300	6	800	Captain Gigon	Saigon
Stock	Russian gunboat	—	4	—	Commander Molchouky	Vladivostok

SHIPING IN OBINA, JAPAN, PHILIPPINES, AND SIAM WATERS.		
WHAMPOA.		
Vessel's Name.	Flag & Reg.	Destination.
Fooksang	Brit.	str. Shanghai
Ningpo	Brit.	str. Shanghai
CANTON.		
MERCHANT SAILING VESSELS.		
None.		
MACAO.		
Kiang-ping	Amer. str.	Canton.
SWATOW.		
In port on April 29, 1885.		
MERCHANT STEAMERS.		
Beigloo	British	
Jason	British	
King's Cross	British	
Seewo	British	
AMOY.		
In port on April 28, 1885.		
MERCHANT STEAMERS.		
Benclutha	British	
Ingraben	British	
Paris	British	
MERCHANT SAILING VESSELS.		
Caroline	Norw. bqs.	
Niederhof	Brit. bqs.	
Parle	Ger. sch.	
Satzuma	Brit. bqs.	
Sibirian	Ger. bqs.	
FOOCHOW.		
In port on April 25, 1885.		
MERCHANT STEAMERS.		
Fokien	British	
MERCHANT SAILING VESSELS.		
Minna	Brit. bqs.	
SHANGHAI.		
In port on April 25, 1885.		
MERCHANT STEAMERS.		
Anchiees	British	
Deucalion	British	
Glenfruin	British	
Hietogle	British	
Ingo	German	
Kiang-teen	American	
Kungwo	British	
Ngankin	British	Tientsin
Ningpo	British	
Paulah	American	
Siu Nanzing	British	Tientsin
Store Nordiska	Danish	Hongkong.
Strathleven	British	
Sual	British	Hankow, &c.
Venetia	British	
Waverley	British	
Yangtzeo	British	
MERCHANT SAILING VESSELS.		
Charley	Brit. bqs.	
Chingtah	Chi. bqs.	Laid up.
Leeyih	Brit. bqs.	
Napier	Brit. sh.	
NAGASAKI.		
In port on April 13, 1885.		
Gitamilla	Brit. bqs.	Laid up
Kunusaka Maru	Jap. bqs.	
N. Empire	Brit. bqs.	
Northern Star	Brit. bqs.	
P. Pendleton	Amer. bqs.	
YOKOHAMA.		
In port on April 24, 1885.		
Ada	Br. 3m. sch.	
Guam	Brit. bqs.	
Isabel	Brit. bqs.	
Leiteler	Brit. sch.	
Mary O. Bohm	Ger. sch.	
Nemo.	Brit. sch.	
HIOGO.		
In port on April 13, 1885.		
Abbe S. Hart	Brit. sh.	
Luky A. Nickles	Amer. sh.	
Narwhal	Brit. sh.	
Queen Emma	Brit. bqs.	
R. S. Beuard	Brit. bqs.	
MANILA.		
In port on April 29, 1885.		
Cosmo	Brit. sh.	
Gamen	Swed. bqs.	
Granite State	Amer. sh.	
Hudson	Amer. bqs.	
LOLOLO.		
Cheshiro	Amer. bqs.	
Sooloc	Amer. sh.	
Thos. Dana	Amer. sh.	
Tsurogora	Brit. sh.	
CEBU.		
Samar	Amer. sh.	
Sarnatian	Brit. sh.	
S. R. Lyman	Brit. bqs.	
BANGKOK.		
In port on April 11, 1885.		
Advance	Siam. bqs.	
Alina	Siam. sch.	
Bua Cao	Siam. bqs.	
Chiron Kamryo	Siam. bqs.	
C. Wattana	Siam. bqs.	
China	Siam. bqs.	Laid up
Doretta	Siam. bqs.	
Eng Lee	Siam. bqs.	
Fortuno	Siam. sch.	
Hang Seng	Siam. bqs.	
Horo	Siam. bqs.	
Kin Ohyo Seng	Siam. sch.	
Long Hin	Siam. bqs.	
Louise	Ger. sch.	
Lucky	Siam. bqs.	
Mercury	Siam. bg.	
Princess Saraphi	Siam. bqs.	
Rose Horne	Siam. bqs.	
Rapid	Siam. bqs.	
S. Hameed	Brit. sch.	
Siamese Crown	Siam. sh.	
Starlight	Siam. bqs.	
Ta Hongkong	Siam. sh.	
Thon Kamrang	Siam. bqs.	
Young Siam	Siam. bqs.	
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